State	NH No.	Section	Length (in Km)
	14	Pindwara-Rajasthan/Gujarat border	65.000
		Total	**545.000**
Gujarat	14	Gujarat/Rajasthan Border-Palanpur	38.000
	14	Palanpur-Radhanpur	111.000
	15	Radhanpur-Samakhiyali	168.000
	8A	Samakhiyali-Bamanbore	125.000
	8B	Bamanbore-Porbandar	217.000
		TOTAL	**659.000**
		GRAND TOTAL	**3605.000**

*East-West Corridor	-	3605 Kms.
North-South Corridor	-	3430 Kms.
Salem-Cochinspur	-	300 Kms.
TOTAL	-	**7335 Kms.**

Declaration of Ahmedabad-Godhra-Indore Highway as National Highway

1338. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Ahmedabad-Godhra-Indore Highway has been declared as National Highway by Government;

(b) if so, the year on which this has been declared so;

(c) the amount of funds allocated for this National Highway; and

(d) whether the work has been started and if not, by when it will be started?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Yes, Sir.

(b) December, 1997.

(c) During 1999-2000 works amounting to Rs. 15.3 crores have been sanctioned so far.

(d) Yes Sir, the works are in progress.

Private participations in development of ports

1339. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have taken any steps for the development of major ports during the Eighth Five Year Plan;

(b) if so; the contribution of public as well as private sectors in the development and expansion of ports in the country, port-wise particularly in Gujarat;

(c) the policy of Government with regard to the private sector investment in the development of ports in the country including Gujarat; and

(d) the details of additional capacity proposed to be created in every port during the Ninth Five Year Plan?

THE MINISTRY OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) and (b) Yes, Sir. During the Eighth Plan (1992—97), an expenditure of Rs. 1810.61 crores was incurred by the major ports for their plan schemes. There is only major port viz. Kandla Port in the State of Gujarat. Port-wise details of expenditure incurred during Eighth Plan is given below:—

Sl. No.	Name of the Port	Expenditure incurred (Rs. in crores)
1	Calcutta	175.71
2	Mumbai	252.69
3	JL Nehru	158.13
4	Chennai	222.88
5	Cochin	89.59
6	Visakhapatnam	197.41
7	Kandla	99.95
8	Mormugao	84.86
9	Paradip	233.95
1C	New Mangalore	218.90
11	Tuticorin	76.54
	TOTAL	**1810.61**

The Private sector participation in development of major ports was opened in October 1996. No private sector project was approved in the eighth Plan.

(c) The Government have opened up following areas in the major ports for private sector participation:—

(i) Leasing of existing assets of the Port

(ii) Construction/creation of additional assets

(iii) Leasing of port equipments and floating crafts from private sector.

(iv) Pilotage

(v) Captive facilities for port based industries.

(d) During the Ninth Five Year Plan, 156.60 million tonne (MT) capacity is expected to be added in major ports. Port-wise details are given below:—

(in MT)

Sl. No.	Name of the Port	Capacity addition in 9th Plan
1	Calcutta	10.90
2	Mumbai	7.00
3	JL Nehru	14.50
4	Chennai	20.10
5	Cochin	—
6	Visakhapatnam	5.90
7	Kandla	39.00
8	Mormugao	8.80
9	Paradip	31.50
10	New Mangalore	11.50
11	Tuticorin	7.40
	TOTAL	**156.60**

Inadequate Security to Cargo At Ports

1340. SHRIMATI MALTI SHARMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that the lax attitude of the shipping agencies towards security of the import-export cargo is causing great anxiety and distress amongst importers and exporters;

(b) whether Government propose to take steps to strengthen the security aspect, including introduction of mandatory provision for use of tamper free locks; and

(c) if so, by when; and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) to (c) All shipping companies put mandatory tamper-free, one time lock on the export and import containers which are sealed by Customs Excise Departments. These remain in the custody of the respective Ports during their transit through them who provide security to the containers.